

APPLICATION FOR FINANCIAL ASSISTANCE

Revised 4/99

CB23D

IMPORTANT: Please consult the "Instructions for Completing the Project Application" for assistance in completion of this form.

SUBDIVISION: Addyston CODE # 061 - 00436

DISTRICT NUMBER: 2 COUNTY: Hamilton DATE 09/24/99

CONTACT: David Seitz PHONE # (513) 563-1919 (THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE DURING BUSINESS HOURS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

FAX: (513) 563-1411 E-MAIL dseitz@ssyinc.com

PROJECT NAME: Lower Sekitan Street Reconstruction

SUBDIVISION TYPE

(Check Only 1)

- ☐ 1. County
☐ 2. City
☐ 3. Township
☒ 4. Village
☐ 5. Water/Sanitary District
(Section 6119 or 6117 O.R.C.)

FUNDING TYPE REQUESTED

(Check All Requested & Enter Amount)

- ☒ 1. Grant \$ 172,000.00
☐ 2. Loan \$ _____
☐ 3. Loan Assistance \$ _____

PROJECT TYPE

(Check Largest Component)

- ☒ 1. Road
☐ 2. Bridge/Culvert
☐ 3. Water Supply
☐ 4. Wastewater
☐ 5. Solid Waste
☐ 6. Stormwater

TOTAL PROJECT COST: \$ 222,000.00 FUNDING REQUESTED: \$ 172,000.00

DISTRICT RECOMMENDATION

To be completed by the District Committee ONLY

GRANT: \$ 172,000.00 LOAN ASSISTANCE: \$ _____

SCIP LOAN: \$ _____ RATE: _____ % TERM: _____ yrs.

RLP LOAN: \$ _____ RATE: _____ % TERM: _____ yrs.

(Check Only 1)

- ☒ State Capital Improvement Program ☒ Small Government Program
☐ Local Transportation Improvements Program

FOR OPWC USE ONLY

PROJECT NUMBER: C _____ / C _____

Local Participation _____ %

OPWC Participation _____ %

Project Release Date: _____

OPWC Approval: _____

APPROVED FUNDING: \$ _____

Loan Interest Rate: _____ %

Loan Term: _____ years

Maturity Date: _____

Date Approved: _____

SCIP Loan _____ RLP Loan _____

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS: (Round to Nearest Dollar)

Force Account
Dollars

TOTAL DOLLARS

- a.) Basic Engineering Services: \$.00
- Preliminary Design \$
- Final Design \$
- Bidding \$
- Construction Phase \$
- Additional Engineering Services \$.00
*Identify services and costs below.
- b.) Acquisition Expenses:
Land and/or Right of Way \$.00
- c.) Construction Costs: \$ 202,000.00
- d.) Equipment Purchased Directly: \$.00
- e.) Permits, Advertising, Legal: \$.00
(Or Interest Costs for Loan Assistance
Applications Only)
- f.) Construction Contingencies: \$ 20,000.00
- g.) TOTAL ESTIMATED COSTS: \$ 222,000.00

*List Additional Engineering Services here:
Service:

Cost:

1.2 PROJECT FINANCIAL RESOURCES:
(Round to Nearest Dollar and Percent)

	DOLLARS	%
a.) Local In-Kind Contributions	\$ <u> .00</u>	<u> </u>
b.) Local Revenues	\$ <u> .00</u>	<u> </u>
c.) Other Public Revenues		
ODOT	\$ <u> .00</u>	<u> </u>
Rural Development	\$ <u> .00</u>	<u> </u>
OEPA	\$ <u> .00</u>	<u> </u>
OWDA	\$ <u> .00</u>	<u> </u>
CDBG	\$ <u> .00</u>	<u> </u>
OTHER <u> MRF </u>	\$ <u> 50,000.00</u>	<u> 22.5</u>
SUBTOTAL LOCAL RESOURCES:	\$ <u> 50,000.00</u>	<u> 22.5</u>
d.) OPWC Funds		
1. Grant	\$ <u> 172,000.00</u>	<u> 77.5</u>
2. Loan	\$ <u> .00</u>	<u> </u>
3. Loan Assistance	\$ <u> .00</u>	<u> </u>
SUBTOTAL OPWC FUNDS:	\$ <u> 172,000.00</u>	<u> 77.5</u>
e.) TOTAL FINANCIAL RESOURCES:	\$ <u> 222,000.00</u>	<u> 100%</u>

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a statement signed by the Chief Financial Officer listed in section 5.2 certifying all local share funds required for the project will be available on or before the earliest date listed in the Project Schedule section.

ODOT PID# Sale Date:
 STATUS: (Check one)
 Traditional
 Local Planning Agency (LPA)
 State Infrastructure Bank

2.0 PROJECT INFORMATION

If the project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: Lower Sekitan Street Reconstruction

2.2 BRIEF PROJECT DESCRIPTION - (Sections A through C):

A: SPECIFIC LOCATION:

West end of Sekitan between Route 50 (River Road) and Bowman/Oak Streets. See attached location plan.

PROJECT ZIP CODE: 45001

B: PROJECT COMPONENTS:

Reconstruct a portion of the south lane near west end including drilled pier retaining wall, sidewalk, curb and gutter; and excavation and recompaction of roadway subgrade. Resurface entire roadway within project area.

C: PHYSICAL DIMENSIONS:

Approximately 1000 ft. long x 22' wide.

Reconstruct approximately 11' x 300'. Resurface the remaining roadway area.
Construct 500' long drilled pier retaining wall.

D: DESIGN SERVICE CAPACITY:

Detail current service capacity versus proposed service level.

The current service capacity is somewhat restricted by the pavement failure. The reconstruction will maximize the service level of the road.

Road or Bridge: Current ADT 500 est. Year: Projected ADT: 500 est. Year:

Water/Wastewater: Based on monthly usage of 7,756 gallons per household, attach current rate ordinance.
Current Residential Rate: \$ Proposed Rate: \$

Stormwater: Number of households served:

2.3 USEFUL LIFE/COST ESTIMATE: Project Useful Life: 40 Years.

Attach Registered Professional Engineer's statement, with original seal and signature confirming the project's useful life indicated above and estimated cost.

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT \$ 222,000.00

TOTAL PORTION OF PROJECT NEW/EXPANSION \$ _____

4.0 PROJECT SCHEDULE:*

	BEGIN DATE	END DATE
4.1 Engineering/Design:	<u>04/01/00</u>	<u>10/01/00</u>
4.2 Bid Advertisement and Award:	<u>10/01/00</u>	<u>12/01/00</u>
4.3 Construction:	<u>12/01/00</u>	<u>06/01/01</u>
4.4 Right-of-Way/Land Acquisition :	<u>/ /</u>	<u>/ /</u>

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by the CEO of record and approved by the commission once the Project Agreement has been executed. The project schedule should be planned around receiving a Project Agreement on or about July 1st.

5.0 PROJECT OFFICIALS:

5.1 CHIEF EXECUTIVE OFFICER Ms. Carole Kolb
TITLE Mayor
STREET 235 Main Street

CITY/ZIP Addyston, Ohio 45001
PHONE (513) 941 - 1060
FAX (513) 941 - 2697
E-MAIL _____

5.2 CHIEF FINANCIAL OFFICER Ms. Glenda Dunklin
TITLE Treasurer
STREET 235 Main Street

CITY/ZIP Addyston, Ohio 45001
PHONE (513) 941 - 1060
FAX (513) 941 - 2697
E-MAIL _____

5.3 PROJECT MANAGER Mr. David Seitz
TITLE Project Engineer
STREET Smith, Stevens & Young, Inc.
11675 Lebanon Road
CITY/ZIP Cincinnati, Ohio 45241
PHONE (513) 563 - 1919
FAX (513) 563 - 1411
E-MAIL dseitz@ssyinc.com

Changes in Project Officials must be submitted in writing from the CEO.

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Confirm in the blocks [] below that each item listed is attached.

- [x] A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.
- [na] A certification signed by the applicant's chief financial officer stating all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO which identifies a specific revenue source for repaying the loan also must be attached. Both certifications can be accomplished in the same letter.
- [x] A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's original seal or stamp and signature.
- [na] A cooperation agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.
- [na] Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.
- [*] Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)
- [x] Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements which may be required by your *local* District Public Works Integrating Committee.

* Information will follow.

7.0 APPLICANT CERTIFICATION:

The undersigned certifies: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission as identified in the attached legislation; (2) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving Buy Ohio and prevailing wages.

Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement for this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding from the project.

Ms. Carole Kolb, Mayor

Certifying Representative (Type or Print Name and Title)

Carole A. Kolb 1 9-24-99
Original Signature/Date Signed 6

VILLAGE OF ADDYSTON
PROGRAM YEAR 2000 STATE CAPITAL IMPROVEMENT FUND ROUND 14
FINANCIAL ASSISTANCE APPLICATION
FOR
LOWER SEKITAN STREET RECONSTRUCTION

COST ESTIMATE:

Remove Existing Curb	500 lf @ \$4.00/lf	\$ 2,000.00
Remove Existing Pavement	50 cy @ \$50.00/cy	\$ 2,500.00
Remove Existing Sidewalk	1500 sf @ \$1.50/sf	\$ 2,300.00
Excavate & Recompact Subgrade	200 cy @ \$5.00/cy	\$ 1,000.00
Install 24" Dia. Drilled Piers	1800 lf @ \$50.00/lf	\$ 90,000.00
Install Concrete Lagging	3000 sf @ \$8.00/sf	\$ 24,000.00
Install 6" Dia. Drain Tile	500 lf @ \$15.00/lf	\$ 7,500.00
Install Concrete Curb & Gutter	1500 lf @ \$8.00/lf	\$ 12,000.00
Install Concrete Sidewalk	2000 sf @ \$4.00/sf	\$ 8,000.00
Plane Existing Roadway	1000 sy @ \$3.00/sy	\$ 3,000.00
Patch Existing Roadway	100 cy @ \$80.00/cy	\$ 8,000.00
Install New 8" Granular Base	70 cy @ \$30.00/cy	\$ 2,100.00
Install 3" Base Course	30 cy @ \$70.00/cy	\$ 2,100.00
Install 2" Wearing Course	150 cy @ \$70.00/cy	<u>\$ 10,500.00</u>
SUBTOTAL		\$ 175,000.00
5% General Conditions		<u>9,000.00</u>
SUBTOTAL		\$ 184,000.00
10% Contr. O&P		<u>18,000.00</u>
SUBTOTAL		\$ 202,000.00

10% Contingency

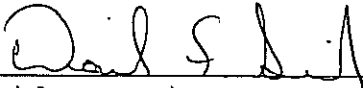
20,000.00

TOTAL

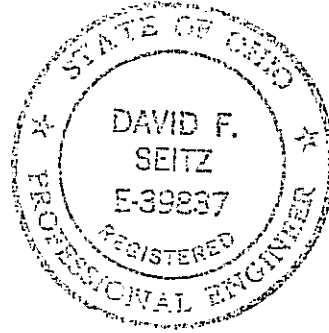
\$ 222,000.00

USEFUL LIFE ESTIMATE: 40 Years

FOR: SMITH, STEVENS & YOUNG, INC.



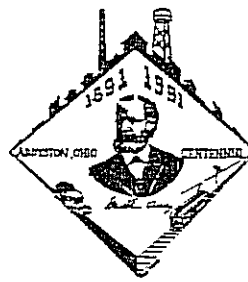
David F. Seitz, P.E.





Village of Addyston... INCORPORATED

ON THE NATIONAL REGISTER OF HISTORIC PLACES
PHONE (513) 941-1060 FAX (513) 941-0740
ADDYSTON, OHIO 45001-0536



12/8/99

As, Village Treasurer for the Village of Addyston, hereby certify that the Village of Addyston has the amount of \$50,000 in the General fund and that this amount will be used to pay the local share for the LOWER SEKITAN PROJECT" when it is required.

Glenda Dunklin
Glenda Dunklin, Village Treasurer

**A RESOLUTION AUTHORIZING THE MAYOR TO PREPARE
AND SUBMIT AN APPLICATION TO PARTICIPATE IN THE OHIO
PUBLIC WORKS COMMISSION STATE CAPITAL IMPROVEMENT
AND/OR LOCAL TRANSPORTATION IMPROVEMENT PROGRAM(S)
AND TO EXECUTE CONTRACTS AS REQUIRED**

WHEREAS, the State Capital Improvement Program and the Local Transportation Improvement Program both provide financial assistance to political subdivisions for capital improvements to public infrastructure; and

WHEREAS, the Village of Addyston is planning to make capital improvements for Lower Sekitan Street Reconstruction; and

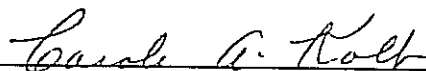
WHEREAS, the infrastructure improvements herein above described are considered to be a priority need for the community and is a qualified project under the OPWC programs;

NOW THEREFORE, BE IT RESOLVED by the Village of Addyston, State of Ohio:

SECTION 1. That Carole Kolb, Mayor, is hereby authorized to apply to the OPWC for funds as described above.

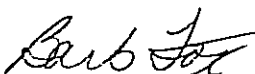
SECTION 2. That Carole Kolb, Mayor, is further authorized to enter into any agreements as may be necessary and appropriate for obtaining this financial assistance.

SO RESOLVED BY THE COUNCIL OF THE VILLAGE OF ADDYSTON, OHIO,
this 21 day of September, 1999.



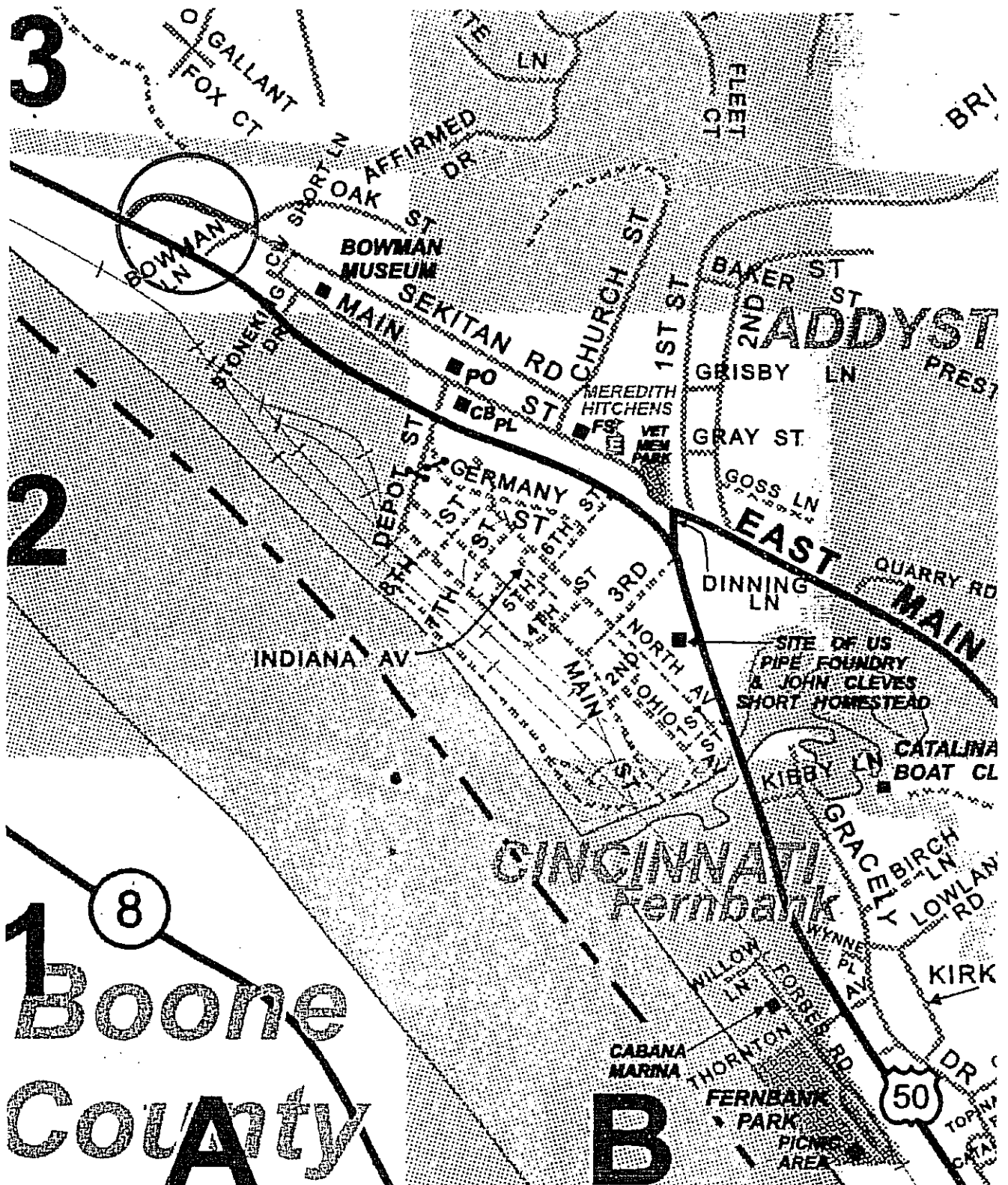
Honorable Carole A. Kolb
Mayor

ATTEST:



Barb Fox, Clerk

SHEET 1 OF 1
JOB NO. 9703-21

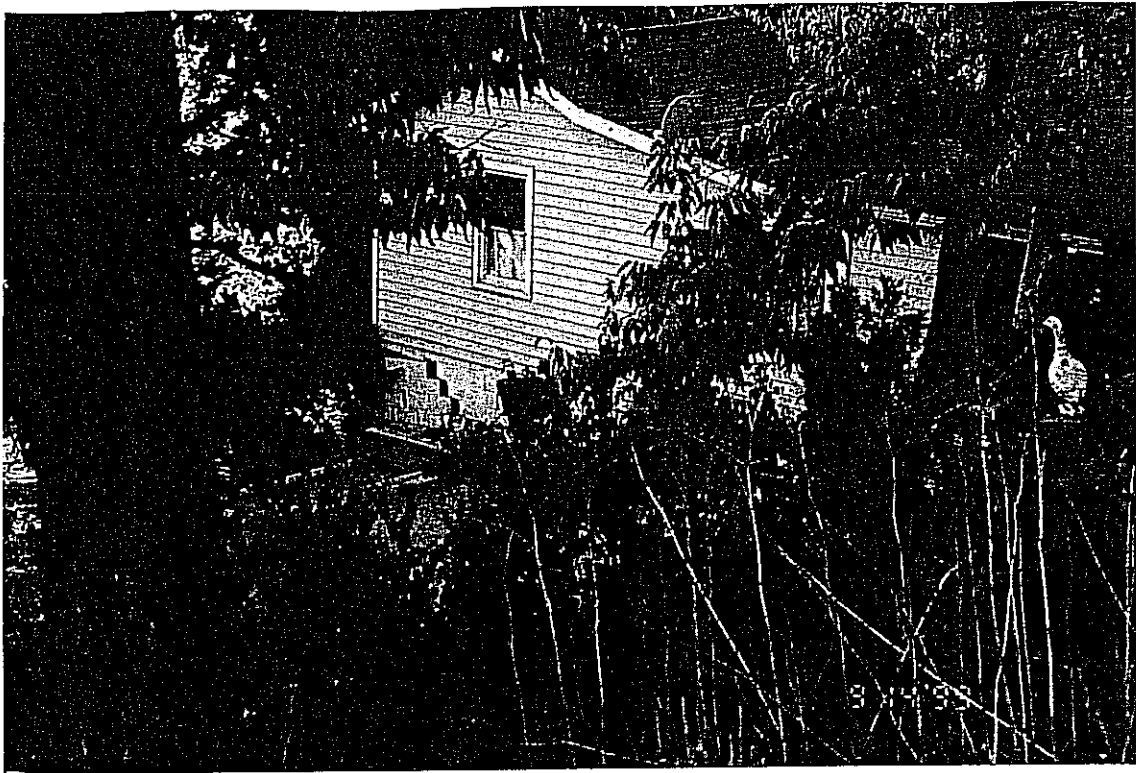




Looking South East at
West end of Project



Looking South East near
West end of Project



Looking South at Foundation Failure
near West end of Project



Looking East at
East end of Settlement Area

ADDITIONAL SUPPORT INFORMATION

For Program Year 2000 (July 1, 2000 through June 30, 2001), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items may be required by the Support Staff if information does not appear to be accurate.

- 1) What is the condition of the existing infrastructure to be replaced, repaired, or expanded?
For bridges, submit a copy of the current State form BR-86.

Closed _____

Poor X

Fair _____

Good _____

Give a brief statement of the nature of the deficiency of the present facility such as: inadequate load capacity (bridge); surface type and width; number of lanes; structural condition; substandard design elements such as berm width, grades, curves, sight distances, drainage structures, or inadequate service capacity. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded.

A portion of the south lane near the west end is settling likely due to hillside slippage. The foundation of a residence adjacent to the area is severely cracked which is typical in slippage areas. See attached photographs.

- 2) If State Capital Improvement Program funds are awarded, how soon (in weeks or months) after receiving the Project Agreement from OPWC (tentatively set for July 1, 2000) would the project be under contract? The Support Staff will be reviewing status reports of previous projects to help judge the accuracy of a particular jurisdiction's anticipated project schedule.

 5 weeks/months (Circle one)

Are preliminary plans or engineering completed? Yes No

Are detailed construction plans completed? Yes No

Are all right-of-way and easements acquired?* Yes No N/A

*Please answer the following if applicable:

No. of parcels needed for project: _____ Of these, how many are Takes
_____, Temporary _____, Permanent _____

On a separate sheet, explain the status of the ROW acquisition process of this project for any parcels not yet acquired.

Are all utility coordination's completed? Yes No N/A

Give an estimate of time, in weeks or months, to complete any item above not yet completed. _____ weeks/months

- 3) How will the proposed project affect the general health and safety of the service area? (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, health hazards, user benefits, commerce, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data.

The project will stop further slippage of the hillside and prevent further damage to the roadway and houses in the area. The reconstruction will make the roadway and adjacent hillside safer and will increase house values in the local area and encourage further development. The total project will help to improve the image of the area, thus encouraging additional development.

- 4) What types of funds and what percent of the project cost are to be utilized for matching funds for this project ?

Federal _____ % ODOT _____ % Local _____ %
MRF _____ 22.5 % OWDA _____ % CDBG _____ %
Other _____ %

Note: If MRF funds are being used for matching funds, the MRF application must have been filed by August 6, 1999 for this project with the Hamilton County Engineer's Office.

- 5) Has any formal action by a federal, state, or local government agency resulted in a ban of the use or expansion of use for the involved infrastructure? (Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits.) A copy of the approved legislation must be submitted with the application. THE BAN MUST HAVE BEEN CAUSED BY A STRUCTURAL/OPERATIONAL PROBLEM TO BE VALID.

Complete Ban _____ Other Ban _____
No Ban X _____ (specify)

Will the ban be removed after the project is completed?

Yes _____ No _____

- 6) What is the total number of existing users that will benefit as a result of the proposed project?

ADT = 500 (estimated) X 1.20 = 600 users/day

For roads and bridges, multiply current documented Average Daily Traffic by 1.20. For public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4.

- 7) Has the jurisdiction prioritized PY 2000 applications from one through five? (See attached sheet to list projects.)

Yes X No _____

- 8) Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

The project has little regional significance except upgrading the overall image of the
area,

- 9) For roadway betterment projects, provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO'S "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS _____ Proposed LOS _____

If the proposed LOS is not "C" or better, explain why LOS "C" cannot be achieved. (Attach separate sheets if necessary.)

How will the proposed project alleviate serious traffic problems or hazards?

The slippage poses a serious hazard to the roadway and residences in the area. If
left unrepaired and with the lack of a retaining wall, water infiltration thru cracks in
the asphalt will accelerate the hillside movement.

Will the proposed project generate user fees or assessments?

Yes _____ No X

If yes, what user fees and/or assessments will be utilized?

How will the proposed project enhance economic growth? (Please be specific)

The improved road surface/appearance and removal of a serious hazard will

encourage development of the vacant lots in the area.

- 12) What fees, levies or taxes pertain to the proposed project? (Note: Item must be related to the type of infrastructure applied for. Example: a road improvement project may not count fees to water customers for points, or vice-versa)

\$5.00 license plate fee.

PRIORITY LIST OF PROJECTS PROGRAM YEAR 2000 ROUND 14

<u>Priority</u>	<u>Name of Project (as listed on the application)</u>
1	<u>Lower Sekitan Street Reconstruction</u>
2	<u>Gross Lane Reconstruction</u>
3	<u>Water Service Replacements</u>
4	<u></u>
5	<u></u>

**SCIP/LTIP PROGRAM
ROUND 14 - PROGRAM YEAR 2000
PROJECT SELECTION CRITERIA
JULY 1, 2000 TO JUNE 30, 2001**

NAME OF APPLICANT: Village of Addyston

NAME OF PROJECT: Lower Sekitan St. Reconstruction

SCIP

FIELD SCORE: 3.34 329

APPEAL SCORE: 0

FINAL SCORE: 329

LTIP

FIELD SCORE: 202

APPEAL SCORE: 0

FINAL SCORE: 202

NOTE: See the attached "Addendum To The Rating System" for definitions, explanations and clarifications to each of the criterion points of this rating system.

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

25 - Failed	SCIP	<u>25</u>	X	<u>5</u>	=	<u>125</u>
23 - Critical						
20 - Very Poor	LTIP	<u>25</u>	X	<u>1</u>	=	<u>25</u>
17 - Poor						
15 - Moderately Poor						
10 - Moderately Fair						
5 - Fair Condition						
0 - Good or Better						

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

25 - Highly significant importance	SCIP	<u>20</u>	X	<u>1</u>	=	<u>20</u>
20 - Considerably significant importance						
15 - Moderate importance	LTIP	<u>20</u>	X	<u>4</u>	=	<u>80</u>
10 - Minimal importance						
0 - No measurable impact						

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

25 - Highly significant importance	SCIP	<u>0</u>	X	<u>1</u>	=	<u>0</u>
20 - Considerably significant importance						
15 - Moderate importance	LTIP	<u>0</u>	X	<u>0</u>	=	<u>0</u>
10 - Minimal importance						
0 - No measurable impact						

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

Note: Jurisdiction's priority listing (part of the Additional Support Information) must be filed with application(s).

25 - First priority project	SCIP	<u>25</u>	X	<u>3</u>	=	<u>75</u>
20 - Second priority project						
15 - Third priority project	LTIP	<u>25</u>	X	<u>1</u>	=	<u>25</u>
10 - Fourth priority project						
5 - Fifth priority project or lower						

5) Will the completed project generate user fees or assessments?

10 – No	SCIP	<u>10</u>	X	<u>5</u>	=	<u>50</u>
0 – Yes	LTIP	<u>10</u>	X	<u>0</u>	=	<u>0</u>

6) Economic Growth – How the completed project will enhance economic growth (See definitions).

10 – The project will <u>directly</u> secure <u>significant</u> new employers	SCIP	<u>0</u>	X	<u>0</u>	=	<u>0</u>
7 – The project will <u>directly</u> secure new employers	LTIP	<u>0</u>	X	<u>4</u>	=	<u>0</u>
5 – The project will secure new employers						
3 – The project will permit more development						
0 – The project will not impact development						

7) Matching Funds - LOCAL

10 – This project is a loan or credit enhancement	SCIP	<u>0</u>	X	<u>5</u>	=	<u>0</u>
10 – 50% or higher	LTIP	<u>0</u>	X	<u>1</u>	=	<u>0</u>
8 – 40% to 49.99%						
6 – 30% to 39.99%						
4 – 20% to 29.99%						
2 – 10% to 19.99%						
0 – Less than 10%						

8) Matching Funds - OTHER

10 – 50% or higher	SCIP	<u>4</u>	X	<u>2</u>	=	<u>8</u>
8 – 40% to 49.99%	LTIP	<u>4</u>	X	<u>5</u>	=	<u>20</u>
6 – 30% to 39.99%						
4 – 20% to 29.99%						
2 – 10% to 19.99%						
1 – 1% to 9.99%						
0 – Less than 1%						

9) Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the district? (See Addendum for definitions)

10 – Project design is for future demand.	SCIP	<u>0</u>	X	<u>0</u>	=	<u>0</u>
8 – Project design is for partial future demand.	LTIP	<u>0</u>	X	<u>10</u>	=	<u>0</u>
6 – Project design is for current demand.						
4 – Project design is for minimal increase in capacity.						
2 – Project design is for no increase in capacity.						

10) Ability to Proceed - If SCIP/LTIP funds are granted, when would the construction contract be awarded? (See Addendum concerning delinquent projects)

	SCIP	<u>5</u>	X	<u>5</u>	=	<u>25</u>
	LTIP	<u>5</u>	X	<u>5</u>	=	<u>25</u>

5 - Will be under contract by December 31, 2000 and no delinquent projects in Rounds 11 & 12

3 - Will be under contract by March 31, 2001 and/or one delinquent project in Rounds 11 & 12

0 - Will not be under contract by March 31, 2001 and/or more than one delinquent project in Rounds 11 & 12

- 11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, number of jurisdictions served, etc. (See Addendum for definitions)

10 - Major impact

$$\text{SCIP } \underline{2} \times \underline{0} = \underline{0}$$

8 -

6 - Moderate impact

$$\text{LTIP } \underline{2} \times \underline{1} = \underline{2}$$

4 -

2 - Minimal or no impact

- 12) What is the overall economic health of the jurisdiction?

10 Points

$$\text{SCIP } \underline{6} \times \underline{2} = \underline{12}$$

8 Points

6 Points

4 Points

2 Points

$$\text{LTIP } \underline{6} \times \underline{0} = \underline{0}$$

- 13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

10 - Complete ban, facility closed

$$\text{SCIP } \underline{0} \times \underline{2} = \underline{0}$$

8 - 80% reduction in legal load or 4 wheeled vehicles only

7 - Moratorium on future development, *not* functioning for current demand

6 - 60% reduction in legal load

5 - Moratorium on future development, functioning for current demand

4 - 40% reduction in legal load

2 - 20% reduction in legal load

0 - Less than 20% reduction in legal load

$$\text{LTIP } \underline{0} \times \underline{2} = \underline{0}$$

- 14) What is the total number of existing daily users that will benefit as a result of the proposed project?

10 - 16,000 or more

$$\text{SCIP } \underline{2} \times \underline{2} = \underline{4}$$

8 - 12,000 to 15,999

6 - 8,000 to 11,999

4 - 4,000 to 7,999

2 - 3,999 and under

$$\text{LTIP } \underline{2} \times \underline{5} = \underline{10}$$

- 15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? (Provide certification of which fees have been enacted.)

5 - Two or more of the above

$$\text{SCIP } \underline{3} \times \underline{5} = \underline{15}$$

3 - One of the above

0 - None of the above

$$\text{LTIP } \underline{3} \times \underline{5} = \underline{15}$$

ADDENDUM TO THE RATING SYSTEM

General Statement

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applicant, which is deemed to be relevant by the Support Staff. The examples listed below are not a complete list, but only a small sampling of situations that may be relevant to a given project.

Criterion 1 - Condition

Condition is based on the amount of deterioration that is field verified or documented exclusive of capacity, serviceability, or health and safety issues. Condition is rated only on the facility being repaired or abandoned. (Documentation may include: ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application.)

Definitions:

Failed Condition - requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system; Hydrants: completely non functioning and replacement parts are unavailable.)

Critical Condition - requires moderate or partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system; Hydrants: some non-functioning, others obsolete and replacement parts are unavailable.)

Very Poor Condition - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or minor replacement of pipe sections; Hydrants: non-functioning and replacement parts are available.)

Poor Condition - requires standard rehabilitation to maintain integrity (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs; Hydrants: functional, but leaking and replacement parts are unavailable.)

Moderately Poor Condition - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair; Hydrants: functional and replacement parts are available.)

Moderately Fair Condition - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

Fair Condition - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

Good or Better Condition - little to no maintenance required to maintain integrity.

Note: If the infrastructure is in "good" or better condition, it will NOT be considered for SCIP/LTIP funding unless it is an expansion Project that will improve serviceability.

Criterion 2 – Safety

Definitions:

The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury (e.g. widening existing roadway lanes to standard widths, adding lanes to a roadway or bridge to increase capacity or alleviate congestion, replacing non functioning hydrants, increasing capacity to a water system, etc. (*Documentation required.*))

Note: Examples listed above are not a complete list, but only a small sampling of situations that may be relevant to a given project. Each project is looked at on an individual basis to determine if any aspects of this category apply.

Criterion 3 – Health

Definitions:

The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area (e.g. Improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.)

Note: Examples listed above are not a complete list, but only a small sampling of situations that may be relevant to a given project. Each project is looked at on an individual basis to determine if any aspects of this category apply.

Criterion 4 – Jurisdiction's Priority Listing

The jurisdiction shall submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

Criterion 5 – Generate Fees

Will the local jurisdiction assess fees for the usage of the facility or its products once the project is completed (example: rates for water or sewer). *The applying jurisdiction must submit documentation.*

Criterion 6 – Economic Growth

Will the completed project enhance economic growth and/or development in the service area?

Definitions:

Directly secure significant new employers: The project is specifically designed to secure a particular development/employer(s), which will add at least 100 or more new employees. The applicant agency must supply specific details of the development, the employer(s), and number of new permanent employees.

Directly secure new employers: The project is specifically designed to secure development/employers, which will add at least 50 new permanent employees. The applying agency must supply details of the development and the type and number of new permanent employees.

Secure new employers: The project is specifically designed to secure development/employers, which will add 10 or more new permanent employees. The applying agency must submit details.

Permit more development: The project is designed to permit additional business development. The applicant must supply details.

The project will not impact development: The project will have no impact on business development.

Criterion 7 – Matching Funds - Local

The percentage of matching funds which come directly from the budget of the applying local government.

Criterion 8 – Matching Funds - Other

The percentage of matching funds that come directly from outside funding sources.

Criterion 9 – Alleviate Traffic Problems

The jurisdiction shall provide a narrative, along with pertinent support documentation, describing the existing deficiencies and showing how congestion or hazards will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis accompanying the application would be beneficial. Projected traffic or demand should be calculated as follows:

Existing users x design year factor = projected users

<u>Design Year</u>	<u>Design year factor</u>		
	<u>Urban</u>	<u>Suburban</u>	<u>Rural</u>
20	1.40	1.70	1.60
10	1.20	1.35	1.30

Definitions:

Future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Criterion 9 – Alleviate Traffic Problems - continued

Partial future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Current demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.

Minimal increase – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.

No increase – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

Criterion 10 - Ability to Proceed

The Support Staff will assign points based on engineering experience and OPWC defined delinquent projects. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. A jurisdiction receiving approval for a project and subsequently canceling the same after the bid date on the application may be considered as having a delinquent project.

Criterion 11 - Regional Impact

Definitions:

Major Impact - Roads: major multi-jurisdictional route, primary feed route to an Interstate, Federal Aid Primary routes.

Moderate Impact - Roads: principal thoroughfares, Federal Aid Urban routes

Minimal / No Impact - Roads: cul-de-sacs, subdivision streets

Criterion 12 – Economic Health

The jurisdiction's economic health is predetermined by the District 2 Integrating Committee. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

Criterion 13 - Ban

The jurisdiction shall provide documentation to show that a facility ban or moratorium has been placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

Criterion 14 - Users

The applying jurisdiction shall provide documentation. Appropriate documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

Criterion 15 – Fees, Levies, Etc.

The applying jurisdiction shall provide documentation to show which fees, levies or taxes is dedicated toward the type of infrastructure being applied for.